

The Hongkong Telegraph.

COPY
WEATHER FORECAST
SHOWERY
Barometer 29.60

(ESTABLISHED 1861.)

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September 17, 1913, Temperature a.m. 78, p.m. 81; Humidity...83, 86.

September 17, 1913, Temperature a.m. 77, p.m. 77; Humidity...37, 38.

9,200 號八十月八年丑癸

THURSDAY, SEPTEMBER 18, 1913.

四拜禮 號八十月九年亥癸

\$36 PER ANNUM
SINGLE COPY 10 CENTS

TELEGRAMS.

BALKAN AFFAIRS.

THE FRONTIER QUESTION.

Router's
[Service to the "Telegraph."]

London, Received Sept. 18.
Reuter's correspondent at Constantinople writes that the Turkish and Bulgarian delegates at the meeting to-day (Wednesday) will be chiefly concerned with the possession of the frontier, when an agreement thereon will be reached.

The delegates will examine the demarcation of the frontier, which has been fixed by military assessors, and which follows the course of the Maritza, turns west in order to enclose Demotika, then proceeds northward via Samana and Hadikou, turns eastward to the south of Mustapha Pasha, passes to the north of Kick Kiliash, ending at San Stephana in the Black Sea. It is understood that the agreement will be referred to the Hague.

MEXICO AND AMERICA.

THE WARSHIP QUESTION.

London, Received Sept. 17.
In his message to Congress, President Huerta recommended the non-renewal of permission for American warships to remain in Mexican ports when the half year granted by Congress has expired a month hence.

GOLF IN AMERICA.

VARDON'S SUCCESS.

London, Received Sept. 17.
Reuter's correspondent at Brookline, Mass., writes, says in the first qualifying round of the American Open Golf Championship Vardon, was the lowest scorer with 151, and a Boston amateur named Outmet, a youth of twenty, made 152.

DUBLIN UNREST.

FARM HANDS RIOT.

London, Received Sept. 18.
There have been riots among farm hands, who are members of the Transport Workers Union, at Finglas, near Dublin.

The police fired revolvers, and a boy was shot and is now in a critical condition.

A procession of strikers smashed windows and trams in Dublin.

TROUBLE IN MOROCCO.

SPAIN AND SEVERELY PRESSED.

London, Received Sept. 18.
The Spaniards are again severely pressed around Ceuta, where Raisuli, the noted antagonist of the French, has assumed the leadership of the enemy.

Strong reinforcements are leaving Spain.

HOME CRICKET.

THE LAST MATCH.

London, Received Sept. 18.
The Rest of England beat Kent (the champion county) and Yorkshire at the Oval by an innings and 45 runs.

SOCIALIST'S DEATH.

London, Received Sept. 18.
The death is announced of Mr. Quelch, the noted Socialist.

TELEGRAMS.

LABOUR TROUBLES.

NATIONAL STRIKE FEARED.

Router's
[Service to the "Telegraph."]

London, Received Sept. 18.
The Executive of the National Union of Railwaymen has decided to send delegates to investigate the situation at Liverpool, fearing the beginning of a national strike.

Branches at Birmingham, where there are 4,000 men out, have passed resolutions appealing to all railwaymen to strike.

Birmingham's Plight.

Later.
All the goods stations at Birmingham are closed to-day (Wednesday), and there are 5,500 men idle.

Liverpool Outlook Brighter.

The outlook at Liverpool is more promising, the Strike Committee renewing their offer to negotiate with the North Western Railway Company.

A number of strikers have resumed.

London Busmen's Strike.

Eighty busmen of the Tilling Company are not working to-day, and only twelve were working at midnight. At meetings, the busmen have declared that they will insist on the right of wearing Union badges and the reinstatement of those men suspended by the Tilling Company.

THE BOOK WORLD.

A Fine Novel and a Book for Young Mothers.

In "The Law Bringers," Mr. O.B. Lancaster has given us a thrilling, boldly-drawn story in which his heroes are two of the North West Canadian Mounted Police. It is a distinctly clever novel, too. Its pages teem with rich descriptive writing, the characters are finely conceived and presented, and, while the style is vigorous, there are many very delicately-expressed passages penned. The stirring adventures of the two heroes are admirably told; and much of the interest of the story lies in the psychological contrast presented by the characters of the men. The strength of one man lies in his spiritual side; in the other the animal nature is largely predominant. Formerly they were rivals in love; but that was in the days gone by. There is, however, a strong love interest running through the book, for in the course of their work the finer of the two men falls a prey to the fascinations of a wild-natured but generous-hearted half-breed girl; and, later on, when the latter is accused of a terrible crime the other man is detailed to bring her to justice. How the story culminates it would not be fair to say; but before the end of the book is reached there are many most arresting situations.

The novel is a long one, and is of the type that cannot be "skimmed" over. It is a book which must be seriously studied down to. And it is well worth the time which this will involve.

"The Law Bringers," by C. B. Lancaster (Hodder and Stoughton, Gs.).

Babyhood.

Any book which helpfully guides young mothers during the first twelve months—the most critical period—of a child's life deserves to be widely known, and there should be a fine welcome for "Babyhood" which is edited by Dr. J. Bernard Dawson. He

TELEGRAMS.

THE BERLIN SENSATION.

PROFESSOR MAAS RELEASED.

Router's
[Service to the "Telegraph."]

London, Received Sept. 18.
Professor Maas, who shot Captain Westernhagen after the latter has slapped his face during a sitting of the Court of Honour of the Landwehr officers in Berlin, has been released, the authorities being satisfied that he acted in self-defence.

The affair has excited a great sensation in Berlin. Professor Maas had written articles alleging that Captain Westernhagen had promised an intermediary £100 to obtain for him the Court Chamberlaincy of the Principality of Lippe and that after the appointment was made he refused to pay the sum.

The two met outside the Court of Honour and had words, whereupon Captain Westernhagen, a huge man, picked up Professor Maas, a little elderly man, slapped his face and repeatedly flung him against the wall. Professor Maas then shot Captain Westernhagen through the heart.

points out in the preface that it is becoming more and more common for mothers to bring up their children with artificial food, instead of nursing them at the breast. This is especially true of the Far East, and introduces a great number of dangers. The only compensation we can make for depriving our offspring of the natural means of existence and growth is the greatest possible attention to ensure that the artificial methods used are sound in principle and efficiently carried out in practice. "Babyhood" is intended to give those who need it the necessary knowledge that will enable them to give the children of tender age the best possible care and thought. It is clearly written and the advice given is sound to a degree. Emphatically this is a hand book which every young mother should possess.

"Babyhood," by J. Bernard Dawson, M.D. (London: F. R. C. S. Eng. London: Ewart Seymour and Co., Ltd. 2/6 net).

HOUSE BREAKING AT CHUNG SIU.

Railway Station Entered.

A case of house breaking is reported from Chung Siu. It appears that on the night of the 15th inst., some person entered the railway station office by breaking open a window and stole a clock, three pairs of uniforms, the property of the Government; a pair of shoes and two umbrellas, belonging to the station master. The total value of the property is \$50.

POLICE SERGEANT'S MISFORTUNE.

Tops of Two Fingers Blown off.

Whilst he was testing some dynamite and detonators at Yaumati, last night, Police Sergeant Grant had the tops of two fingers blown off. The dynamite and detonators had been seized by the police, and after the officer had lit a fuse, some of the dynamite prematurely exploded. Sergeant Grant was sent to the hospital.

TELEGRAMS.

AN OLD WAGER.

ADMIRAL AND CAPTAIN IN RACE.

Router's
[Service to the "Telegraph."]

London, Received Sept. 18.
Vice-Admiral C. R. Arbuthnot and Captain Eric Back, R.N., ran a hundred yards race at Portsmouth yesterday in settlement of a wager of £2 made twenty years ago.

Captain Back won, his time being 12 1-5 seconds.

Admiral Sir Hedworth Meux was the judge.

[Vice-Admiral Arbuthnot is 62 years of age. It will be remembered that Admiral Meux (as Admiral Sir Hedworth Lambton) was formerly Commander-in-Chief on the China Station.]

A MAJOR'S MISHAP.

MOTOR CAR OVERTURNS.

London, Received Sept. 18.
Major Winterfield, the German Attaché attending the French manoeuvres, was seriously injured by a motor car turning over. He fractured his pelvis.

President Poincaré has repeatedly enquired into his condition.

DESERTED HIS SHIP.

Third Officer of the Hatching Found Guilty.

This morning at the Marine Court, before Commander Basil Taylor, W.O. Passmore, master of the s.s. Hatching, charged J. Wilson, third officer of the same boat, with unlawfully deserting his ship the Hatching, while in the waters of this colony, on September 5.

Complainant said that on August 26 the defendant went into hospital, and the ship went to sea without him, another third officer being engaged in his place. On September 3 the ship returned to Hongkong and on that day the defendant returned to the ship, but asked for a day's leave which the complainant granted him. The following day he came on board and reported for duty, but the whole of that day, he was more or less under the influence of drink. At 5.30 p.m. that day, complainant was standing on the bridge deck, when the defendant came up and said he wanted to leave the ship. Complainant asked why he didn't give notice that morning, and defendant replied that he had not known until then that he had got another berth. Witness told him that, as the ship was sailing the next day at noon, the notice he was giving was too short and he could not accept the resignation. Defendant asked if he, witness, was going to stand in his light in getting a better job. He replied in the negative and said he would take the defendant to see the general managers at 10.30 a.m. the next morning, and if they were willing to let him go, he would sign him off, providing he could yet another man. At about 8 p.m. the defendant went ashore, without permission, returning at about 9.30 p.m. with a Chinese woman, packed his belongings and took them away. To-day in court was the first time he had seen him since. Witness reported the matter to the shipping master and the Consul at Swatow.

The defendant, who pleaded not guilty, had nothing to say and was sent to prison for three weeks and ordered to forfeit all wages due him.

TELEGRAMS.

THE NEW YORK AFFAIR.

THE CORONER'S VIEW.

Router's
[Service to the "Telegraph."]

London, Received Sept. 17.
Reuter's correspondent at New York says Coroner Feinberg, referring to the arrest of Muret, the dentist, for counterfeiting, said he was of opinion that Schmidt, the German Catholic priest, was the master mind of a criminal association.

Schmidt was the assistant pastor of St. Joseph's Catholic Church.

The police declare that he lived a double life, being a priest by day, a libertine by night, and an illegal medicine practitioner, and counterfeiter.

The Catholic Authorities declare that Schmidt must have forged his ordination papers. He was formerly a priest at Mainz, was arrested for fraud at Munich, and discharged as being insane.

HONGKONG'S SHIPBUILDING INDUSTRY.

The American Shipping Standard.

Consul General George E. Anderson, Hongkong, in a recent report, states:

Announcement is made that the two great dry-dock and shipbuilding concerns in Hongkong have come to an agreement as to the operation of their respective yards in connection with or in relation to each other. The agreement is understood to eliminate certain features of local competition, but since the Hongkong yards are in competition with other shipbuilding and ship-repairing concerns in the Far East there is no prospect of any material change in the general situation as regards over-sea traffic. Hongkong shipbuilding yards for some time have been doing the cheapest ship construction and ship repairing in the world. The new arrangement will probably not seriously affect this general fact.

The shipbuilding industry in Hongkong includes two very large yards with large dry-dock and slipway conveniences; a third concern of considerable magnitude with facilities for handling large business; a fourth yard with an old dock which formerly served the port as its sole dry-dock; a fifth concern with slipway facilities, and 21 boat-building establishments. As to the latter, they may be said simply that they are Chinese concerns in which boats of foreign make are manufactured almost entirely by hand. As a whole they can produce a large volume of small boats and small shipping annually, and their output is a considerable feature of the port's industry and trade. The smaller concerns among the docks and yards also handle a large volume of business in launches and barges and in small coasting steamers. The three larger concerns as however are equipped with modern appliances and conveniences, enabling them to perform work of magnitude and importance at a minimum price and to compete with the work in some important lines of the shipbuilding industry. These concerns are the Tai Koo Dockyard Co. (controlled by Butterfield and Swire) the Hongkong and Whampoa Dock Co., and W. S. Bailey & Co.

The part these establishments have in the industries of the Far East and the nature of their general technical equipment is such that Mr. Anderson presents details concerning them for the benefit of American manufacturers of machinery and others interested.

TELEGRAMS.

FIGHTING IN TRIPOLI.

ITALIAN GENERAL KILLED.

Router's
[Service to the "Telegraph."]

London, Received Sept. 18.
Reuter's correspondent at Rome states that Italian troops commanded by General Torelli, while pursuing rebels from an abandoned position at Geri, midway between Benghazi and Derna, encountered the enemy in broken, wooded country.

After a stubborn engagement the enemy was beaten off with the help of timely reinforcements.

General Torelli died in the forefront of the battle, and there were two officers and 18 men killed, and three officers and 70 men wounded.

The rebels sustained heavy losses, including important chiefs.

Later, in the same campaign report he states:

It is interesting to note in connection with the work of Hongkong dockyards outlined that for the first time in the history of Hongkong shipbuilding a vessel constructed for non-American citizens and for use in non-American trade is being constructed under the rules and specifications of the American record of shipping, the American Lloyd's. The vessel is being constructed for the Sze Yap (Forn District) Steamship Company, of Hongkong, for use in the trade between Hongkong and Kanton, the Chinese port in the Pearl River delta, which is the port for the districts from which the vast mass of the Chinese in the United States come. The vessel is a twin-screw steel steamer 217 feet in length over all, 38 feet in width, and 12 feet deep. The company owns and operates three other vessels in the trade which have been built according to English specifications. The company is composed largely of Chinese who have made their money in the United States, San Francisco capital being interested in it. The new vessel will have accommodations for first-class European passengers and for first, second, and third classes of Chinese. It will have ordinary accommodations for about 1,100 Chinese passengers. It is to be finished within 11 months.

THE BIJOU.

As a change from the usual story-picture type of film, that depicting sights seen by the Carnegie Alaska-Siberian Expedition, is decidedly refreshing, and the good attendance that witnessed it at the Bijou Theatre yesterday evening, certainly seemed to find it so. Not only was it very instructive from the point of view of natural history, but at the same time it proves what the cinematograph operator can do under exceptional conditions. Pictures of Eskimo life convey far more than the written word has ever done, and help to give a clear idea of the conditions under which these people live. The walrus and the polar bear, too, are seen in their natural surroundings, while exciting experiences in hunting the latter, shown on the screen, remove from the film any sense of absence of thrilling incident. In fact it shows nature at its best. Not the least important part of the display is a lecture concurrent with the film, which adds considerably to its interest, and explains many a novel point.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Mr. Quelch, the noted Socialist, is dead.

A national strike of railwaymen is feared at Home.

The Rest of England beat Kent and Yorkshire by innings and 45 runs.

All the goods stations in Birmingham have been closed owing to the strike.

A telegram gives particulars of the capture of the proposed Thuro-Bulgarian frontier.

The railway situation at Liverpool is brighter, some of the strikers having resumed work.

In the first qualifying round of the American Open Golf Championship, Vardon was lowest scorer.

The Spaniards are again severely pressed around Ceuta, where the noted Raisuli is at the head of the enemy.

As General Chang Hsun has not yet apologised, Japan threatens to land a whole division of troops in China.

There has been severe fighting between Italian troops and rebels in Tripoli, and General Torelli was among the killed.

There has been rioting among farmers, who are members of the Transport Workers Union, at Finglas, near Dublin.

Major Winterfield, German Attaché attending the French manoeuvres, has been seriously injured by the overturning a motor car.

Professor Maas, who shot Captain Westernhagen after a quarrel in Berlin, has been released, it being held that he acted in self-defence.

For a wager of £2, made 20 years ago, Admiral Arbuthnot raced over 100 yards at Portsmouth with Captain Eric Back, but was beaten.

A sensation has been created by the arrest in Peking of a half-caste Chinese, an American subject; America has presented demands in connection with the affair.

LOCAL.

The September Criminal Sessions opened to-day at the Supreme Court.

Army and V.R.O. water polo teams drew in the third match played yesterday.

Further interesting information regarding the shooting of the Canton Chief of Police is given to-day.

An interesting experience which Mr. A. Fenison had with a fish which jumped through his cabin window as he was aboard a steamer for Swatow is related to-day.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.

Bijou Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre, 9.15 p.m.

Bijou Theatre, 9.15 p.m.

Twenty-fourth half yearly drawing of Debentures, Hongkong Club 11 a.m.

Last Band Night North Point 9 p.m.

Saturday, September 20.

Messrs Gande Price and Co.

Extraordinary General Meeting—noon.

Turkish Egyptian Vaudeville Co. Theatre Royal—9.15 p.m.

Wednesday, September 24.

The Douglas Steamship Co. annual general meeting—noon.

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a sufferer for many years, will, if
taken when necessary, effect a
radical cure of this erstwhile in-
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Hongkong, 16th August, 1901

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which ordinary Cows' Milk is generally used.

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Hongkong, 20th April, 1911.

J. U. TAGGART,
Manager. [25]

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AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN
SUPERVISION. Special Rates For Married Families. On Application To—
Tel. No. 197. **F. REICHMANN,**
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6 YEN AND UP.

Uniformed hotel porter meets all
trains and steamers. Luggage are
ranged for without any trouble to
guests.
Hongkong, 1st Feb., 1912. [13]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

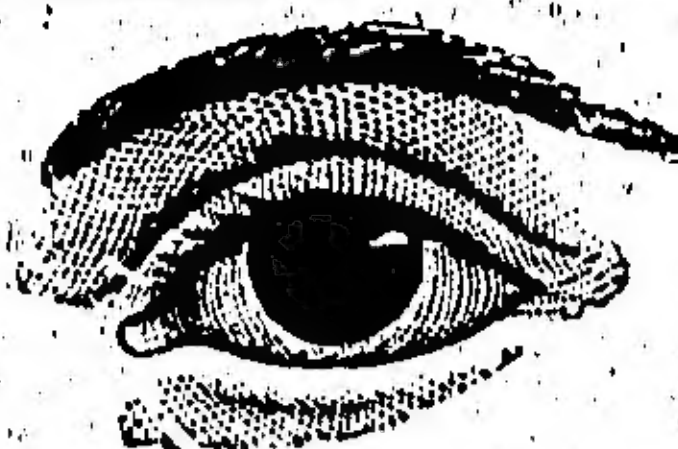
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Hongkong, 14th July, 1913.

Notices

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Unemployment Insurance.

The one thought which persists
in the mind longer than all others,
says *Engineering*, after the per-
sonal of the first report on
Unemployment Insurance, is that
it is well that the scheme was
inaugurated in a spell of ex-
ceptional prosperity. It has been,
according to Mr. W. H. Beveridge,
the Director of Labour Exchanges,
chiefly due to the good state of
trade that it has been adminis-
tratively possible to launch the
scheme at all. When it is con-
sidered how much in the way of
organisation was required, with no
precedents whatever to guide those
responsible for its evolution, it is
subject for congratulation that the
initial steps fell to be taken in a
time when unemployment was
abnormally low. For the twelve
months ended in July last the
percentage of unemployment was
only 2.1—lower (with the excep-
tion of two years) than for any
twelve months since 1894. The
average for the last ten years has
been 4.9 per cent., and at times
has, of course, been far in excess
of that figure. The direct result
is that the inaugural work was
light compared with what it might
have been under less favourable
circumstances, while the fund
has already accumulated a res-
pectable balance to its credit.

South China Morning Post.

The Canton Sensation.

Europeans are not alone in the
opinion that these sudden acts of
retribution are barbarous, there
being a feeling among certain
sections of the Chinese that they
can only further foment the
strong spirit of antipathy in the
South against the North. Although
none of the really prominent men
in the recent rebellion have re-
mained in Canton, it cannot be
denied that there are still hosts
of the smaller fry about who are
capable of causing much anxiety
to the Government, and it may
be that when the facts of the case
against the late Chief of Police
and his colleagues are made known,
Europeans and Chinese alike will
be ready to confess that no other
course was open to the Govern-
ment-General. Meanwhile there
are many rumours and, when a Gov-
ernment seeks in such a mysteri-
ous way its wonders to perform,
it cannot grumble if public
feeling is not a little carried away
by the stories that are floating
around. It is to be hoped for the
peace of Canton that Governor
General Lung has not overreached
himself in putting to death
two of his most prominent lieutenants.

Daily Press.

Japan and China.

The matter of securing redress
for outrages committed on Jap-
anese subjects is one for the Gov-
ernment of Japan to deal with
alone; but still in a way which
pays regard to the general in-
terests of the foreign Powers in
China. The opinion of the Brit-
ish Government and the British
people was probably accurately
represented by the *Times* quite
recently when it expressed the
hope that the Japanese demand
for reparation would be less vol-
ent than a naval demonstration,
which would probably cause the
downfall of Yuan Shih-kai. The
problem confronting Japan in
China is identical with that of
the rest of the Powers, whose in-
terest it is to restore a strong Gov-
ernment in the Republic "for
which Yuan Shih-kai is best
qualified," wrote the *Times*,
"though the methods he employs
are unfortunate." With this
statement there will be general
agreement, and it is to be hoped
that the naval demonstration
Japan appears to be making in
the Yangtze, will not have the
untoward result feared by the
Times.

For a good solid meal a la
Carte or Table D'Hôte with
Wines & Liqueurs of the Best
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GENERAL NEWS.

"Golf is Lumbago."

Tennis, cycling, and motoring have long been held responsible for what may be termed the occupational diseases of sport, and golf is no longer out of the fashion in this respect. "Golfers' lumbago" is at present said to be exercising its ravages on the links, as the result of recent climatic vagaries. When a hot afternoon is succeeded by a cold evening, the golfer is especially liable to catch a chill, and unless precautions be taken, a painful attack of lumbago may be the result.

Reported Cure at Lourdes.

Paris, August 23.—According to the Lourdes correspondent of the "Echo de Paris" a case of paralysis has been cured at the Lourdes Grotto. Madeleine Lupias, aged 35, who was one of the pilgrims from Toulouse, and who had been recognised by several doctors as suffering from paralysis was suddenly cured in the morning, after communion before the Grotto. It is stated that although her left leg had for a long time been incapable of movement, the patient regained the use of the limb and threw away her crutches, advancing through the amazed crowd, whose enthusiasm was indescribable.

Opium Crop in Yunnan.

Chaochung, Aug. 13.—A great harvest of opium was finally gathered in many districts of Kweichow and Yunnan. In some cases the poppy grew to six feet high, and the gatherers of the juice were quite hidden from the sight of passers by. Sporadic attempts were made to root up the crops by agents of the officials, but in many cases a payment of money secured immunity. Some of the officials are reported to have made great sums of money by their opium destroying campaign. Unless there is a great change in the policy of some of these rulers of the people, another crop of opium will be sown this year. Large numbers of buyers came up from the neighbouring province of Szechuan and carried with them on their return great quantities of the drug. — North China Daily News.

Arithmetical Policemen.

The Royal Irish Constabulary appear to have reduced the business of timing motorists not merely to a fine art, but to an intensely involved mathematical process. At the Kingstown Police-court the other day three motorists were fined for exceeding the speed limit. The first defendant was accused of travelling at 28½ miles per hour. There was nothing extraordinary perhaps in working out the rate of speed to the odd half-mile, says the *Autocar*, but in the other two cases, where the rate of speed was worked out to six places of decimals (29.101117 and 26.105109 miles per hour respectively), the police surely indulged their arithmetical propensities to unnecessary excess, and incidentally wasted time and public money.

"Brightening Cricket."

This is how a writer in the "Clarion" on the Decadence of Cricket, describes his experiences of a match at the Oval: "We saw Rhodes, Wilson, Denton, Kilner, Haigh, Booth, and Drake bat. We saw them knock up 300. Three hundred in five and a half hours! Why need people suffer from insomnia? Did I say knock up? I withdraw the remark. They don't knock up runs nowadays. If a batsman lifts a ball more than ten feet high it is a mistake or an accident. The batsmen don't lift the ball. They don't hit it. And as for smiting it, they never dream of such a thing. They pat it, they push it, they shove it, they block it, they stab it, and they cut it, gently, but they don't smack it, smite it, lift it, slice it, hack it, or bash it. Oh, they are very tender with the ball. To watch cricket of this kind is about as exhilarating as watching a railway signal go up and down."

THE NANKING ATROCITIES.

Gen. Chang Hsun's Own Account.

We are requested by Mr. Chang Yu-chuan, Chinese Minister for Foreign Affairs in Shanghai, says the *North China Daily News*, to publish the following telegram, which he has received from the Central Government in reply to his request for the facts as to the alleged atrocities in Nanking. He adds that he knows "that a deputy has already been appointed to make a thorough and searching investigation, and there is no doubt that where guilt is established there will be prompt and exemplary punishment."

Your telegram of the 5th inst., was duly noted. The text of the telegram received from Tuiub Chang in reply to ours is as follows:—

When Nanking fell the soldiers competing with each other for highest merit rushed in like crowds of bees, and engaged with rebel troops in street fights. This lasted more than one day and night. The whole city was in a turmoil and shots flew about. After that the rebel soldiers fled for their lives, but before doing so, they took the opportunity to loot, aided and abetted by the local ruffians. They made the greatest and most cruel havoc possible. In many instances, they disguised themselves as Government soldiers.

At that time order was not restored and in view of the presence in the city of armies under the command of different generals, it was most difficult to maintain order. Extreme measures had to be resorted to to gain this end.

In order to do away with favouritism and leniency, I detailed well-trained and reliable soldiers to patrol the streets and more than 200 persons found red-handed were executed on the spot. Innumerable collections of loot were also overhauled. Nanking was only then quieting down. Such was witnessed by the foreign residents in the city.

Now Reuters Agency reported that of the looters the majority were soldiers clad in blue coats. My soldiers when they entered the city only occupied the north-eastern corner thereof, where there were mostly waste lands and very few dwellings. The other more flourishing districts were occupied by the other troops. As to which army had committed the offence and which had not, is not hard to be ascertained by making a house to house inquiry.

Moreover, when my army was attacking Tienpaochen and other important defences the rebel troops had repeatedly disguised themselves in the uniforms adopted by my soldiers with a view to breaking through our lines. Therefore the alleged blue-coated soldiers cannot be taken as the conclusive evidence of the culpability of my soldiers. However, as all my soldiers still wear queues, they can readily be identified by making inquiry. Of course, I do not mean to shield my soldiers, and do sincerely pray that an upright high official be appointed to proceed to Nanking to make most thorough investigation, so as to establish the guilty party and to clear the tainted reputation of my army.

Signed: Chang Hsun. Dated, 8th instant.

Estimate of the Casualties.

Nanking, Sept. 9

The number of killed and wounded in and about Nanking has been exaggerated. The Red Cross burial corps has interred up to date over 900. A few districts have not yet been covered. The total mortality among the Southern forces during the past three weeks must be between 1,500 and 1,800.

Approximately 1,500 wounded have been cared for in the hospitals of the City. Allowing for those who have not had hospital treatment the number of wounded rebels can be estimated roughly at between 2,000 and 2,500.

The losses of the attacking force cannot be even approximately stated from this side. About 200 non-combatants lost their lives during the bombardment and at the hands of looters.

OPIUM IN HONGKONG AND MACAO.

Anglo-Portuguese Agreement.

The Foreign Office has published the text of an agreement signed in London on June 14 last between the United Kingdom and Portugal for the regulation of the opium monopolies in the Colonies of Hongkong and Macao. The agreement is in pursuance of the conclusions of the International Opium Conference, and in consideration of the fact that the geographical situation of the Colonies of Macao and Hongkong makes it necessary to regulate in a similar way the opium monopolies in the said Colonies in all matters concerning the restriction of the consumption, sale, and exportation of prepared opium and repression of smuggling.

Article 2 lays down that the Macao opium farmer will not be permitted to import more than 280 chests of opium (a chest means 40 balls of raw opium) per annum, exclusively destined for the consumption of the fixed and floating population of Macao, and Article 3 fixes the amount for the Hongkong opium farmer at 540 chests per annum. These figures are embodied in the contract recently concluded with the Hongkong farmer. Article 4 states that the farmers of Macao and Hongkong will be permitted to import, per annum, respectively, 240 and 120 chests of raw opium exclusively destined for exportation to countries which have not prohibited at present and which shall not prohibit hereafter such imports of opium.

Article 5 states that the limit fixed in the preceding article for Hongkong must be considered a definite one, and not subject to alteration. It is understood that in Macao power will be retained to increase the number of chests of raw opium imported each year and destined for exportation, provided that proof is given that the said imports are destined to meet the requirements of lawful trade. For this purpose the farmer shall produce to the Governor of Macao Customs certificates passed by the authorities of countries importing the opium showing that the quantities authorised are required for legitimate purposes over and above the 240 chests. In Article 6 it is provided that the Governor of Macao shall have power to grant licences under the preceding article for the importation of the quantities of raw opium exceeding the limit fixed in Article 4.

Article 7 lays down that where as the limit of chests of law opium that can be imported annually into Macao has been fixed in Articles 2, 4, and 5 of the agreement, the Government of India will permit the purchase of opium in open market at the sales at Calcutta or Bombay, or any place in India, for export to Macao, up to and not exceeding the limits and conditions so fixed, so long as the opium farmer at Hongkong is permitted to obtain his supplies from this source.

Article 8 provides that raw opium from India, "consigned to the farmer of Macao, within the limits and conditions above indicated, will be allowed transshipment at Hongkong free of duty or taxation."

Article 9 states that it is understood that if, after periods of five years (the duration of the contracts of the farmer), the number of chests agreed upon for local consumption at or export from Macao should respectively prove to be excessive, the Portuguese Government will consider the desirability of revising the amount in question.

The present Agreement is to remain in force for a period of ten years, but may be terminated by either Government at any time on giving to the other twelve months' notice of its intention to do so. On the expiration of ten years it is to continue in force, unless and until a similar notice of termination is given by either Government.

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TO LET.—104, A, The Peak, from 1st November, 1913, partly furnished. Apply S. J. DAVID & Co., Prince's Building.

NEW USE FOR BATTLESHIP PS.

"I advocate complete disarmament and condemn war as a relic of barbarism," said Representative Goodwin, of Arkansas, when he introduced a Bill stipulating that every United States warship sailing for foreign ports should be loaded with samples of American wares—automobiles from Detroit, men's clothing from New York, canned beef from Chicago, and so forth.

"It is proposed," say the *London Telegraph*, "that the Secretary for the Navy should co-operate with the Secretary for Commerce to allot space on battleships to manufacturers, merchants, exporters, or trade bodies, who shall be permitted to install and maintain the exhibits. 'I am opposed to the senseless multiplication of battleships,' said Mr. Goodwin, 'yet I see no reason why those we have built should not be used in advancing American trade before they rot and become junk.'"

A FINE INDIAN POET.

Rabindranath Tagore is now visiting London, where a translation of his collected poems under the title "Gitanjali" (Song Offerings) is enjoying large sales. The following translation from a manuscript given in the *Contemporary* shows his dramatic power:—

"The morning came, but my servant appeared not. 'Doors were all open, the water was not drawn from the well; my servant had been cut all night.' My morning meal was not ready, my clothes were all lying unfolded."

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The Hongkong Telegraph.

HONGKONG, THURSDAY, SEPTEMBER 18, 1913.

AIR FATALITIES AND PROGRESS.

Exactly how great has been the toll of the air, since man first successfully rose upon winged machines, we do not know. Complete figures on the point would be worth having. But never before, it is safe to say, has such a black time been encountered as last week when twenty-three air fatalities were recorded in Germany alone. This is paying a terribly heavy price for progress, but it is obvious that the more any country leads another, or others, in such a matter, the more heavily she must pay. It would be foolish, however, to be unduly pessimistic about this great total for one week. It is far from normal and means no more than that Germany has struck a bad patch. She may go for a long time now with hardly a fatality to record.

Still, these twenty-three fatalities make us pause and wonder whether it is not time that some conference was held to consider such accidents and to ascertain, if that be possible, their causes. The results of such a conference might be greatly useful to young aviators, many of whom have, up till now, given their lives perhaps needlessly in the cause. The record of fatalities in the British Army Flying Corps includes mostly the names of young men learning to fly; and full inquiry into the probable causes of each fatality could hardly fail to elicit something—more than one point—of permanent value for the guidance of young officers who are still in, or have just passed, the learner stage. (But, is it not obvious that every aviator is still a learner? The air is far from wholly conquered.) Facts concerning air currents, the dangers of volplaning, faults common to airmen not fully trained—these, and other useful information, could be collected and valuable hints drawn therefrom. If that is not done the best of our young officers have given their lives in vain; and that is not a pleasing reflection. In the cause of progress men have always been ready to risk their lives; but it is only reasonable to expect that that progress will not be retarded by want of interest or attention on the part of those in authority.

Unfortunately, however, the British Government has had to be driven every inch of the way it has progressed in interest in aviation. If, for the moment, British makers are behind their rivals it is because the Government was asleep for years and made not the slightest effort to wake up and show itself equal to its continental neighbours. Happily, what the Government has failed to do, others have tried with some success. A recent issue of the *Daily Mail* remarks the withdrawal from the waterplane race, which it promoted, of Mr. James Rayley. In an editorial it says:—

But the cause of that withdrawal is itself. It illustrates the necessity of the competition. We laid it down deliberately and after much consideration that the engine of each competing machine must be of entirely British manufacture. We recognised a weak place in British aeronautics and sought to strengthen it. Mr. Rayley finds that his British engine is faulty, to an extent which precludes the possibility of a long flight in the immediate future. No blame for this attaches to the firm which made it. It is a small fault, and the design of the engine is generally approved. But without British engines the waterplane, which is to be our chief aerial weapon, can never be satisfactorily developed. All foreign makers are overloaded with orders, and we must in the interests of national defence build engines for ourselves.

That, of course, is the patriotic view. The pity of it is that the Government does not recognise it as clearly as do others. The war office and the admiralty have, however, announced a competition for aerial engines to be held next year. That is so far good; perhaps they are taking up after all.

Inefficient Brakes.
Reference must be made to a case brought before Mr. Ome at the Police Court on Tuesday, wherein two coolies were charged by Inspector Withers with having inefficient brakes on the trucks of which they were in charge. The men were fined \$2 each. We hope to hear, within the next few days, that a few dozen more offenders have been gathered in and summarily dealt with. Police activity in the past has given some of these truck drivers the impression that the Regulations will not be acted upon. Twenty or thirty more summonses will, without doubt, correct that impression, and will serve to remind the coolies that endangering the limbs or lives of people who use the roadway is not just a big joke.

The Housing Problem.

More than once have we have we called attention to the hardships inflicted on middle-class Europeans in the Colony owing to the invasion of habitable European residential quarters by Asiatics. A case which has just come to our notice is worth mentioning as providing a concrete example on the point. A European family occupied a flat on the side of the harbour and thought they were comfortably installed there for a few years. Recently, however, Chinese came into occupation of the flat below—not one or two, but a whole ho-de, quite twenty in number. Life for the Europeans consequently became unbearable, and they were forced to pack up and seek new quarters in Kowloon. If things go on at the present rate, however, even this solution of the problem will be out of the question; since the "invasion" is now beginning to spread to Kowloon also. Cannot the Government do something on behalf of a class of Europeans who so far have received but scant consideration at the hands of the authorities?

The question of whether the morning bath should be hot or cold has recently been raised in the Press at Home, and it is one which, in the interests of health, is worth serious consideration. In Hongkong, as everywhere else, both the hot bath and the cold has its champions—the hot many; the cold but few. It has been pointed out, however, by a prominent medical authority at Home that the mischief of a hot bath begins when the delight is over-prolonged. To sit in a hot bath for half an hour or more, as some people do, reading a novel and smoking a cigarette, is obviously foolish. No man or woman, we are told, should require to spend more than five minutes in the bath. A point to be remembered, too, is that in the summer the bath should be rather warmer than in the winter, for then the effect is to leave an agreeable sense of comparative coolness; while in winter the water should be rather cold, the final effect of that being a welcome sense of "glow." We are a race that in Hongkong the procedure is often reversed. Perhaps some of our medical friends will send us a letter for information—his name not to be published—on this point. Conditions in the East differ greatly from those in the West, and here we have always understood that it is a rule amongst medical men to advocate and recommend the warm bath, and never the cold one, save bathing, of course, excepted.

Chinese Philatelists.
Local philatelists will be interested in a note which appears in the trade returns of Shanghai for 1912. It states that among the novel trades which were adopted during the year was that of stamp collecting. Most of the numerous exchange shops, we read, sell used Chinese and used foreign stamps. Upon the whole, the young Chinese student class might have adopted a much worse hobby. The international nature of the foreign population of Shanghai must ensure a ready and full supply of the more common varieties, and the student who collects these will find them of some educational value. There are many Englishmen living to-day who are ready to admit that what geographical knowledge still clings to their memory was first fastened there as the result of stamp collecting in their youth.

DAY BY DAY.

"Just laws are no restraint upon the freedom of the good, for the good man desires nothing which a just law will interfere with."—Froude.

The Mails.

Siberian Mail.—Arrived per s.s. Chonan last evening.

German Mail.—Arrived per s.s. Gneissau last evening.

Siberian Mail.—Despatched per s.s. Gneissau at 3 p.m. to-day.

Canadian and Siberian Mails.—Arrived per s.s. Empress of India this morning.

German Mail.—Despatched per s.s. Luettow at 10 a.m. to-day.

Australian Mail.—Closes per s.s. St. Albans at 10 a.m. to-morrow.

American and Canadian Mails.—Close per s.s. Hongkong Maru at 11 a.m. to-morrow.

Arrived.

Among the passengers to Hongkong by the Empress of India, was Dr. O. Marriot.

Ordered to Hongkong. Lieut. A. Dinnelly, Army Ordnance Department, has been ordered to Hongkong.

Lieut. Griffith, D.C.L.I. Lieut. A. H. Griffiths, Cornwall Light Infantry, has been selected for service with the King's African Rifles.

Truck Accident.

A woman has been sent to the hospital suffering from injuries received to her left foot caused by a truck accident in Wing Lok Street.

Fork Absconds.

A Chinese pork dealer of 1, Gough Street has reported to the police that his fork has been stolen the sum of \$130, and absconded.

Cigarette Case Found.

The silver cigarette case lost by Major Dickinson, as he was leaving the circus on Tuesday night, has been found by a boy.

Leaving for Europe.

Mr. Arthur Nilsson, Consul General for Sweden, leaves with Mrs. Nilsson to-morrow, by the Swedish East Asiatic s.s. Yeddo, for home, via Siberia for a short holiday.

Reported House-breaking.

The police have received a report from a married woman at Sai Wan Ho, to the effect that some one broke down the door of her house and stole clothing and four umbrellas, of a total value of \$20.

Interesting Wedding.

The marriage arranged between Eric Osborne Alabaster, Royal Engineers, youngest son of the late Sir Chaloner Alabaster, K.O.M.G. His Majesty's Consul-General, China, and of Lady Alabaster, Boscombe, and Mariel, youngest daughter of the late D. A. Darling, of Shanghai, and Mrs. Darling (Rutherford), Sussex, was to take place on Sept. 10 at St. Denis Church, Rotherfield.

Victoria Theatre.

The enterprising management of the Victoria Theatre are giving the public good value for their money this week in the magnificent Bolshoi film "Mathilde," a photo play founded on Eugene Sue's celebrated novel. The film is in three parts and gives all the main points of the story in wonderfully realistic fashion. As there will be a change of programme on Friday, theatre-goers should not fail to see this splendid picture to-night.

DISCHARGED AND REARRESTED.

The three Chinese charged before Mr. Geoffrey Norman Orme, at the Police Court, this afternoon, with being in possession of banknotes to the value of \$22,500, were discharged, but no order was made by his Worship as to what should be done with the money.

Mr. F. B. L. Bowley prosecuted, and Mr. Brutton defended. When the men got outside the Court they were re-arrested on a charge of being in possession of property stolen outside the Colony, under the Larceny Ordinance of 1855.

Mr. Brutton immediately applied to Mr. Hazeland for bail (Mr. Orme having finished his duties as Magistrate), and the application was granted.

THE CHAN KING-WAH EXECUTION.

How the Chief of Police Met His Death.

(From a Special Correspondent.)

Canton, September 17. The facts concerning the shooting of Chan King-wah, Canton's late energetic Chief of Police, are officially given as follows:—

Tatuh Lung, having received telegraphic instructions from Peking on the morning of the 15th inst., for the immediate execution of Chan King-wah and Chan Chung-pun, invited them both to the customary mid-autumn festival banquet which fell upon that day. During dinner they were relieved of their weapons by an attendant. As soon as they were disarmed, Tatuh Lung produced the official telegram and without a word handed it to them for their perusal.

Its effect upon the two men was strikingly different. Chan King-wah walked out of the room as directed. As he reached the top of the stairs a soldier put a Mauser pistol to his head and blew his brains out, his death, of course, being instantaneous.

Chan Chung-pun, on the other hand, had no sooner read the words that pronounced his death than he burst into a fit of laughter. He turned to Tatuh Lung, who had remained seated throughout, and asked him to take care of his little son and daughter. Lung returned no answer, whereupon Chan Chung-pun rose from his seat, also passed through the fatal doorway, once outside which, he was immediately dispatched by the soldier who had shot Chan King-wah.

On the question of Chan King-wah's execution, public opinion is divided. Some say that, whatever the merits of the present question, he deserved death, anyway, for the number of innocent people he himself had executed. Others, however, more far-sighted, wonder where high officials are to be obtained, if an invitation to dinner with the Governor General may have death as an unwritten item on the menu. Strange to say, now that the man is dead, there is very little appreciation of the good work done by Chan King-wah throughout his whole tenure of office. Chan King-wah was certainly unpopular with the present Tatuh's army, many of whom have gained evil reputations because of their lawlessness in Canton.

What will be the Outcome in Canton?

Public opinion, both in Hongkong and Canton, continues to strengthen on the subject of the slaying of Chan King-wah, the Chief of Police in Canton. The more thoughtful of the Chinese are as horrified as the Europeans at the dead man's having been executed under the pretext of hospitality, while the general feeling seems to confirm our statement of yesterday, to the effect that the personal spite of info mers largely brought about the tragedy, and that the charges against the deceased official were more or less trumped up. One local gentleman pertinently asked this morning: "Would the Colonial Government have gone to the trouble—as it did, not long ago—of officially denying that Mr. Chan aspired to the Tathship if there had been any truth in such an accusation?"

A Chinese gentleman, who returned from Canton this morning informed the Telegraph that opinion in Canton, for the more part, is that Lung, Chai-kwong was frankly afraid (though without reason) of Chan King-wah, and that this accounts for his share in the affair; he felt that Chan was acquiring too much power and was jealous of his popularity.

"I am afraid there will be a big row," continued our informant. "On the surface, everything is quiet in the city, but everyone who knows the Cantonese knows that unusual quietness may mean a good deal with them. The most recent fact which I noticed was that already within a few hours after the slaying of Chan King-wah, the police have got back to their old habit."

Numbers of the men were going about barefoot, and almost every one was smoking while on duty. World Chau ever allowed that? There is a feeling in the air as though discipline were being relaxed just in the very place where it is most needed. Everything seems slack. The newly-appointed chief of the telegraphic department can be seen playing cards during business hours; you can hardly wonder if his subordinates follow his example.

Another gentleman who returned from Canton last night tells us an interesting story. "I travelled from here by the Fafchen," he said, "on Sunday night with Mr. Chan. A minute or two before we cast off, or two before we cast off, General Lung, were planning trouble in Canton, and that some of them were on board our boat. He asked me to jump ashore and give instructions for a wire to be sent to the Tath, warning him; but, by the time I got to the side, the gang-plank was already up and we on the move. The moment we got ashore next morning he gave instructions for the suspects who had accompanied us to be followed and watched; I wanted him to have them arrested but he preferred to wait till some definite charge could be brought against them."

"Mr. Chan went to the yamen an hour or two later and remained with the Tath till about half-past eleven, when they parted on the most friendly terms; and aimed police and soldiers were sent to search the boarding-houses for conspirators. At half past twelve Lung Chai-kwong telephoned to him asking him to go that afternoon to a banquet at the yamen. Chan King-wah sat out for the yamen at two o'clock and never came out alive. If he was opposed to General Lung, it is strange that he should have been so anxious to trap the very men who wanted to kill him."

"I think," continued the speaker, "that there is now a serious trouble in store for Canton. The armed police, to a man, were devoted to Mr. Chan. It is thought that Lung Chai-kwong, for his own safety's sake, will disarm some if not all of them. If he does, Heaven help Canton, for no one else can keep the order in the city that they kept. The people on the Shamasa are furious at what has taken place, for Chan King-wah was very popular among the Europeans."

"As to the charges made against him, most, and probably all, were manufactured to suit his enemies' convenience. He was accused of taking a squeeze for his own use. Then what has he done with the money? I know that he was always a comparatively poor man, though I believe he was insured in the China Mutual for about \$20,000. As to his belonging to the Kuomintang, everybody knew that; but everybody also knew that he was in no sense an active member. Why, it is but two months ago since the Kuomintang sent a letter threatening to bomb him unless he resigned, so angry were they with him refusing to take any active part in their plans. There is documentary evidence to prove that they offered \$4,000 for his assassination, and there can be no doubt but they furnished bogus information which helped to bring him to his death."

"In regard to his wanting the Tathship, more than one influential person tried to persuade him to take it when he had the opportunity (when Chan King-wah abdicated); but he obstinately refused."

"It is said, too, that the merchants were against him. The merchants in question were personal enemies of his in Hongkong, and speculators in Canton who were angry with him for refusing to re-open the public brothels when he had the power. They even offered him \$200,000 if he would do so, and he refused to do so by the law. The people who were against him were those who had found that they could not do as they liked while he was Chief of Police; opium-smokers, thieves, brothel-keepers, and so forth."

"But his greatest enemies were Wong Sing-lung and his associates. That is easily understood. Wong Sing-lung meant having the Tathship before Lung Chai-kwong could be installed; but Chan King-wah not only prevented this, but put it right out of the question by refusing to allow the bulk of the pirates on whom Wong depended to enter the city. Later, it was largely through Chan's representations that Wong was recalled from Canton."

"To the very last, Chan believed that Lung Chai-kwong was his good friend, and would never have believed him to be capable of such treachery as he has practised."

We understand that a thorough search of Mr. Chan's house was made after his death, but that no incriminatory evidence was found. His body is at present lying in the temple behind the Five Storey Pagoda, and will ultimately be brought to Hongkong for burial.

A REMARKABLE LEAP.

Fish Jumps Through Cabin Window.

Many and strange are the stories told about fish. Some are true; others, to put it kindly, are slightly exaggerated. But a story which was recounted this morning to a Telegraph representative by Mr. A. Denison, of the firm of Denison, Ram and Gibbs, architects, concerning a remarkable jump by a horse mackerel, is soundly vouched for.

It was on Monday week that Mr. Denison left Hongkong by the s.s. Haimun for Swatow, and on the run up a distinctly novel experience befell him. He had been sitting out on the deck reading, and at about ten o'clock at night he retired to his cabin. He had not been in the cabin for more than about ten minutes when he felt a water splash across his face and simultaneously he heard an extraordinary noise quite near him. Mr. Denison was puzzled to know what had happened, and as the noise continued, he turned the light on. Then he saw that the noise was being created by a big fish which was flapping about on the cabin floor. Mr. Denison called the steward and had the fish removed to the ice-chest.

Captain Evans, who was in charge of the boat, was also called, and on the fish being measured it was found to be 2 feet 3 inches in length, and must have weighed between six and seven pounds.

Next morning the incident was investigated, and it was found that the fish had evidently jumped from the sea over the rail of the steamer, struck the sill of the cabin window, which was open forward, gone clean through, hit the cover of the lavatory basin and then fallen on to the floor. At the time, the sea was a dead calm and there was no wind blowing, so that the fish could not have been washed on board. Rough computations were made, and it was concluded that the top of the rail, and the window sill were quite 21 feet from the level of the sea. Some sides of the force with which the fish struck the cabin window sill may be gathered when it is stated that it took a boy quite ten minutes to escape the scales from the fish off the woodwork. The fish, too, had an enormous bruise all along its side where its scales had been knocked off.

HONGKONG FOOTBALL ASSOCIATION.
The Examination for Referees.

The Referees' Board of the Hongkong Football Association will meet at the R.E. Theatre on Friday week, 26th September, at 5 p.m. for the purpose of compiling the list of official referees for the coming season. Officials who have already passed the qualifying examination must forward details, with certificates, if possible, to the hon. secretary Mr. F. W. Eager, at the R.N.O. Depot, before the day of the meeting, if they wish to be included.

Others who wish to be tested, are to forward their names and addresses to the hon. secretary, as soon as possible, so that arrangements may be made for their examination at the same meeting. No fees should be forwarded with the application.

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India 24th Sept.	Allan Line 23rd Oct.
Empress of Asia 8th Oct.	Empress of Britain 30th Oct.
Empress of Japan 22nd Oct.	Allan Line 20th Nov.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are now quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,266 tons, Capt. Sullivan, will be despatched for YOKOHAMA KOBE and MOJI on 21st Sept.

S.S. "JAPAN," 6,013 tons, Capt. Seddon, will be despatched to SHANGHAI, KOBE and MOJI on 25th Sept.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. Ramage, will be despatched as above on 23rd Sept.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, Sept. 15th, 1913. Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 18th SEPTEMBER.

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."
FRIDAY, 19th SEPTEMBER.

8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton, Company's Steamers—Day Steamers Call No. 776. Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week-days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO
SUNDAY, 21st September.

The Company's Steamship, "HEUNGSHAN,"

will depart from the Company's Canton Steamers' Wharf at 9 a.m. and return from Macao at 4 p.m.

N.B.—There will be no sailings on Sunday from Macao at 7.30 a.m. and from Hongkong at 12.30 p.m.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of
Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.
(HOTEL MANSIONS FIRST FLOOR)
Opposite the Blake Pier

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination	Steamers	Sailing Date.
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	IVO MARU Capt. Hirase HIRANO MARU Capt. Fraser	T. 12,500 T. 16,000
		WED. DAY, 24th Sept. at daylight. WEDNES. 8th Oct. at d'light.

VICTORIA, B.C. and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimidzu and Yokohama	SADO MARU Capt. Asakawa YOKOHAMA MARU Capt. Wada	T. 12,500 T. 12,500
		TUESDAY, 23rd Sept. at 4 p.m. TUES., 7th Oct., at noon.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	KUMANO MARU Capt. Winckler INABA MARU Capt. Tomimaga	T. 9,300 T. 12,500
		WED. DAY 24th Sept. at noon. WEDNESDAY, 22nd Sept. at noon.

CALCUTTA, via S'pore, Penang and Rangoon	CEYLON MARU Capt. Noguichi	T. 12,000
		MONDAY, 22nd Sept.
BOMBAY via Singapore and Colombo	KAMAKURA MARU Capt. Hori KAMO MARU Capt. Kawa	T. 12,500 T. 16,000
		THURSDAY, 18th Sept. THURSDAY, 23rd Sept. at 11 a.m.

KOBE & Yokohama	INABA MARU Capt. Tomimaga	T. 12,500
		TUESDAY, 23rd Sept. 5 p.m.
NAGASAKI, Kobe & Yokohama	PENANG MARU Capt. Murazumi	T. 12,000
		SATUR., 27th September.
SHANGHAI, Kobe & Yokohama	KANAGAWA MARU Capt. Machida	T. 12,500
		MONDAY, 29th Sept.

Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG
AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for
3 months

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class ...	\$135	\$122	\$108	\$95
2nd class ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	"ANHUI"	18th Sept. at 4 p.m.
SHANGHAI	"KALGAN"	20th Sept. at m'night.
MANILA, CEBU & ILO.	"CHINHUA"	23rd Sept. at 4 p.m.
WEIHAIWEI & T'SIN	"HUICHOW"	25th Sept. at noon.
SHANGHAI	"LUCHOW"	25th Sept. at 4 p.m.
SHANGHAI	"YINGCHOW"	27th Sept. at m'night.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

AUSTRALIAN ORIENTAL LINE.

MANILA, Zamboanga & "TAIYUAN" 24th Sept. at 3 p.m.
Australian ports

DIRECT SAILING TO WEST RIVER, twice Weekly.
"S.S. LINTON" and "S.S. SANUI"

"MANILA LINE"—Twin Screw Steamers "Chinhua," "Taming" and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra state-rooms on deck aft on "Taming" and "Tea."

"SHANGHAI LINE"—The Twin Screw steamers "Anhui" "Chenai," "Linan" and the S.S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 18th Sept., 1913.

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG"

CAPT. PANNIER

Will leave Shortly for Haiphong direct.

For Freight and passage apply to M. SAINT CLAIR.

de BUSSIERRE, Agent

MESSAGERIES MARITIMES, CIL.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
RUBI	4000	F. S. McMurray	Manila Mangarin, Cebu and Iloilo.	WED. DAY, 24th Sept. 4 p.m.
ZAFIRO	4000	J. Miller	Manila Mangarin, Cebu and Iloilo.	SAT. DAY, 4th Oct. 4 p.m.

Electric light Fans in every cabin; competent stewards and carried.

For Freight or Passage apply to

HEWAN TOMES & CO.

General Managers

Hongkong, 15 Sept. 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about
Tiltroom	JAPAN	2nd half Sept.	JAVA 1st half Sept.
Tjikini	JAVA	2nd half Sept.	SHAI 2nd half Sept.
Tibodas	JAPAN	2nd half Sept.	JAVA 2nd half Sept.
Timahli	JAVA	2nd half Sept.	SHAI 2nd half Sept.
Tilmanok	JAPAN	2nd half Sept.	JAPAN 2nd half Sept.
Tilhatjap	JAVA	1st half Oct.	JAVA 1st half Oct.
Tilpanas	JAPAN	1st half Oct.	SHAI 1st half Oct.
Tiljwong	JAVA	1st half Oct.	JAVA 1st half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone N. 375

Yora Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. "Hongkong Maru"	11,400	S. Togo	Sept. 19, at noon
S.S. "Shinyo Maru"	22,000	H. S. Smith	Sept. 25, "
S.S. "Chiyo Maru"	22,000	W. W. Greene	Oct. 17, "
S.S. "Nippon Maru"	11,000	A. G. Stevens	Nov. 5, "
S.S. "Teyo Maru"	22,000	E. Bent	Nov. 11, "

The S.S. Hongkong Maru will be despatched for San Francisco via Manila, Kobe, Nagasaki, and Honolulu on Thursday 19th Sept. at noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Buyo Maru	10,500	Saturday, October 4, at Noon.
Anyo Maru	18,500	Wednesday, Dec. 3, Noon
Kiyo Maru	17,200	Thurs. Feb. 5, 1914 at noon

For further particulars as to passages and freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
19,000 tons, 14 knots screw.	19,000 tons, 14 knots screw.	19,000 tons, 14 knots screw.	19,000 tons, 14 knots screw.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Island Sea), Yokohama and Honolulu (the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.
Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

THE COST—In London by this route with its unrivalled opportunities, is 50 per cent. return ticket to San Francisco via Japan and Honolulu the cost is 45s. By the IMMEDIATE SERVICE First Class accommodation is provided for 24 to London (return ticket 400s) and to San Francisco 40s. SPECIAL RATES to Army and Navy, Clergy, Diplomatic, Consular, & Civil Service.

Steamer: Korea, 18,000 Tons Sailing Sept. 20, at 1 p.m. Passengers holding through tickets have the privilege of travelling by train between Kobe and Tokyo, Japan, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
Oct. 14 "CHINA"	Oct. 15	Sept. 24 "SIBERIA"	Sept. 25
Oct. 28 "SIBERIA"	Oct. 29	Oct. 9 "MANCHURIA"	Oct. 11

* Immediate Steamers.
King's Building (Opp. Blake Pier). R. C. MORTON, Agent.
Panama-Pacific International Exposition—San Francisco—1915.

DOUGLAS STEAMSHIP CO., LTD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR AMOY AND FUOCHOW RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
HAICHING	A. E. Hodgins	FRIDAY, 19th Sept. at 11 a.m.
HAICHING	W. C. Passmore	TUESDAY, 23rd Sept. at 11 a.m.
HAICHING	J. S. Rosch	TUES., 26th Sept. at 11 a.m.

HAICHING J. W. Evans | THURS., 18th Sept. at 11 a.m. || HAICHING | J. W. Evans | SUN., 21st Sept. at 10 a.m. |

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.

General Managers

LOG BOOK.

Progress of the Panama Canal.

According to the latest issue of the Panama Canal Record steam shovel operations in the Culebra Cut are now proceeding on the assumption that the dikes at Gamboa will be dynamited and water admitted to the Cut on October 10. All the shovels available are being set at work on the rock sections remaining in the canal bottom between Cucaracha slide and the Empire suspension bridge, a being made of those which have been working in the 1st important parts of the Cut and in raising operations on the east bank. The shovels engaged in lightening the weight of the west bank in the vicinity of Culebra village are to be continued for the present. Shovel work at Cucaracha slide has been placed secondary to the bottom excavation, and the greater part of the material in this slide will be left to the dredgers after October. All the moving rock accessible in this slide will, however, be drilled ready for blasting and fired after the Cut is flooded.

At the Tower B incline about 75,000 cubic yards of material remain to be removed to reduce the curve of the canal at that point, and this work will be carried on, without interference with the spoil trains to the north, so long as material can be transported in this direction to advantage. The rock burn on the west side of the canal at La Pita point will be drilled and charged after the water is admitted, so that the material may be blasted with the water as a cushion and removed later by dredging. This arrangement will also apply to the bench that exists on the east side of the canal between the Empire bridge and Hagan's slide. The incline at Paraiso, used by the spoil trains moving south out of the Cut, will be allowed to remain in service so long as may be found necessary. The digging of Culebra Cut involves dry excavation amounting to at least 100,000,000 cubic yards, and from the beginning it was realized that the working efficiency of the shovels depended primarily on the means adopted to get rid of the spoil. In the nine miles of the Cut the number of shovels at work has averaged about 30, and though this number has been diminished by perhaps half a dozen as the area of excavation has advanced towards the summit of the continental divide, the concentration of the work within a mile and a half of channel has increased the difficulties of the problems of transportation. In the section just north of Gold Hill seven parallel tracks on the level of excavation are in constant use, but slides frequently put all but one or two out of service, so that on the average a mile of track is removed or laid every day. The disposal of the spoil, except from the half-dozen shovels engaged in terracing at the tops of the slides, is made at dumps from one to ten miles beyond the ends of the Cut, or from three to 12 miles from the shovels. On this work 110 locomotives and about 2,000 wagons are employed, and an elaborate organization is required to deal with the traffic. The construction tracks in use at the beginning of last month had a total length of July and nearly 2,000 men are required for the maintenance of the permanent way. The tonnage per mile is greater than on the Panama Railroad. That line has a tonnage which is reputed to be in excess of that on any other commercial railway in the world, and in the year ended June 30, 1912, it hauled 1,871,076 short tons of freight, or 36,846 tons per mile of main line, equivalent to 3,070 tons per mile per month. For the first five months of this year the excavations on the Central Division of the canal amounted to 5,415,480 cubic yards, or an average of 1,083,096 cubic yards per month. On the assumption that the spoil weighs 1.3 tons per cubic yard, the weight of such material hauled by the Central Division spoil trains per month this year has been 1,408,024 tons, or 10,910 tons per mile while the weight of equipment included it has been 8,228,088 tons, or 22,687 tons per mile of operated track per month.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI	KWONGSANG	Fri., 19th Sept. at noon.
SHANGHAI	WINGSANG	Satur., 20th Sept. at 4 p.m.
MANILA	YUENSANG	Satur., 20th Sept. at 2 p.m.
SHANGHAI	CHUYSANG	Fri., 23rd Sept. at noon.
SHANGHAI	NAMSANG	Fri., 26th Sept. at noon.
MANILA	LOONGSANG	Satur., 27th Sept. at 2 p.m.
S'PORE, Pang & Coota	FOOKSANG	Tues., 30th Sept. at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumsang," "Lovat," "Yatsang" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.
The steamers "Choyang," "Kwongsang" and "Hangsang" will call at Swatow on their way down from Shanghai.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Daini, Weihaiwei, Tsingtau.
For Freight or Passage, Apply to **JARDINE, MATHESON & CO., LD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"Shire" Line Service.—Homeward:
For Steamers. Date of Sailing.
LONDON & ANTWERP...RADNORSHIRE.....15th October.
LONDON & ANTWERP...VESTALIA.....25th October.
LONDON & ANTWERP...DEN OF RUTHVEN.....10th Nov.
LONDON & ANTWERP...DENBIGHSHIRE.....30th Nov.
Trans-Pacific "Shire" & "Glen" Joint Service.
VICTORIA VVER, STLE, DEN OF GLAMIS.....20th September.
TACOMA & PLAND.....
VICTORIA VVER, STLE, DEN OF AIRLIE.....16th November.
TACOMA & PLAND.....
VICTORIA VVER, STLE, MONMOUTHSHIRE.....14th December.
TACOMA & PLAND.....
Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.
For Freight or Passage, apply to **JARDINE, MATHESON & CO., LD.**
Telephone No. 215 Sub. Ex. No. 9 Agents. [94]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.
EASTWARD.
The S.S. "FULTALA," 4154 tons gross, Capt. Chidly, will be despatched for YOKOHAMA, KOBE & MOJI on the 29th September at 4 p.m. taking cargo and passengers at current rates.
For Freight and Passage, apply to **JARDINE, MATHESON & CO., LD.**
Telephone No. 215. Agents. [1]

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

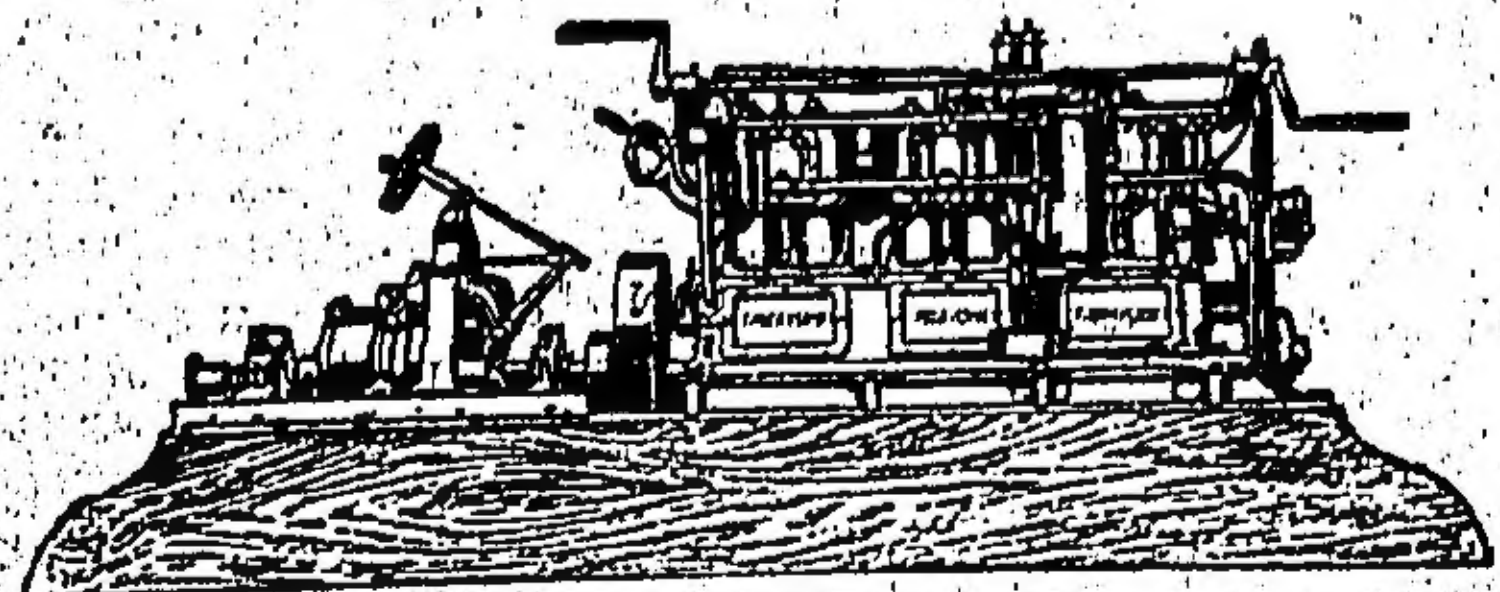
SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS. FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.
WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for—**JOHN I. THORNYCROFT & CO., LTD.**
PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty & War Office.



O.B. type Motor and Reverse Gear.
B.H.P. Paraffin 7, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUR-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN, AGENTS.
Telegraphic Address—"TAIKOODOCK."
TELEPHONE No. 22

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London & Antwerp etc.	Radnorshire	J.M. Co.	12, Oct.
London & Antwerp via S'pore etc.	Nora	P. & O.	1, Oct.
London & Antwerp etc.	Vestalia	J.M. Co.	18, Oct.
London via Usual Ports of Call	Assaye	P. & O.	27, Sept.
Avre & Hamburg	Senegambia	S. A. L.	1, Oct.
Trieste, Fiume, Venice, S'pore	Austra	S.W. Co.	1, Oct.
Marseilles, Eden & Hamburg etc.	Spezia	H. A. L.	3, Oct.
Port Said	Magellan	M.M. Co.	23, Sept.
Marseilles via Singapore	Iyo Maru	N. Y. K.	24, Sept.
Marseilles, Havre & Hamburg	Hoerde	H. A. L.	5, Oct.
Marseilles, London & Antwerp	Hirano Maru	N. Y. K.	8, Oct.
Glasgow, London & Antwerp	Glenlogan	S. T. Co.	7, Oct.

NEW YORK SAN FRANCISCO AND CANADA.

B'ton & New York via Suez Canal	A. Prince	A. K.	29, Sept.
New York	Shimosa	D. & Co.	9, Oct.
New York	Ambria	H. A. L.	19, Sept.
San Francisco via M'la & Japan	H'kong M.	T. K. K.	19, Sept.
San Francisco via Shanghai etc.	Korea	P. M. Co.	20, Sept.
San Francisco via K'ing & Japan	Siberia	P. M. Co.	4, Oct.
Vancouver via S'hai Japan etc.	E. of India	O. P. R.	24, Sept.
Victoria, B.C. & S'le via Kee-lung, &c.	Awa Maru	N. Y. K.	23, Sept.
Vancouver, Seattle etc.	C. F. Laeiz	H. A. L.	30, Sept.
Victoria B.C. & Seattle etc.	Sado Maru	N. Y. K.	23, Sept.
Victoria, Vancouver & Seattle,	D. of Glamis	J. M. Co.	23, Sept.
Victoria B.C. & Tacoma etc.	Seattle Maru	O. S. K.	3, Oct.

AUSTRALIA.

Australian Ports via Manila	St. Albans	G. L. Co.	19, Sept.
Australian Ports via Manila	Taiyuan	B. & Y.	24, Sept.
Australian Ports via Manila	Kumano M.	N. Y. K.	24, Sept.
Australian Ports via Manila	Coblentz	M. & Co.	4, Oct.

SINGAPORE COAST PORTS AND JAPAN.

Mexican, Peruvian & Chile etc.	Bufo Maru	T. K. K.	4, Oct.
Moji, Kobe & Yokohama	Indo Maru	O. S. K.	20, Sept.
Kobe, Moji & Yokohama	Jelunga	D. S. Co.	23, Sept.
Kobe & Moji	Japan	D. S. Co.	25, Sept.
Kobe	Perle	S. W.	27, Sept.
Kobe	China	S. W.	27, Sept.
Yokohama and Kobe	Fultala	J. M. Co.	29, Sept.
Kobe etc.	Bufo Maru	T. K. K.	4, Oct.
Moji, Kobe & Yokohama	Iuzon Maru	O. S. K.	30, Oct.
Kobe, Shanghai & Moji	Penang M.	N. Y. K.	27, Sept.
Weihaiwei & Tientsin etc.	Huicho	B. & S.	25, Sept.
Nagasaki, Kobe & Yokohama	A B his	M. M.	21, Sept.
Nagasaki, Kobe & Yokohama	Inaba Maru	N. Y. K.	24, Sept.
Shanghai, Kobe & Yokohama	Tibodas	J. O. J. L.	8, half 8.
Shanghai	Albenga	H. A. L.	20, Sept.
Shanghai	Chenau	B. & S.	2, Sept.
Shanghai	Syria	P. & O.	20, Sept.
Shanghai	Luchow	B. & S.	25, Sept.
Shanghai	Albenga	H. A. L.	20, Sept.
Shanghai	Kalgan	B. & S.	20, Sept.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	23, Sept.
Swatow, Amoy & Foochow	Halohing	D. L. Co.	23, Sept.
Swatow, Amoy & Foochow	Haiyang	D. L. Co.	19, Sept.
Singapore, Penang & Calcutta	Fooksang	J. M. Co.	30, Sept.
Shanghai and Moji	A Apur	D. S. Co.	27, Sept.
Shanghai, Yama, Kobe & Moji	Yeddo	A. N.	19, Sept.
Shanghai	Yingchow	B. & S.	27, Sept.
Shanghai	Tilpunas	J. O. J. L.	7, half 8.
Manila	Yuenang	J. M. Co.	20, Sept.
Manila, Mangarin, Iloilo & Cebu	Rubi	S. T. Co.	24, Sept.
Manila, Cebu and Iloilo	Chinhua	B. & S.	23, Sept.
Manila	Loongsang	J. M. Co.	27, Sept.
Manila Mangarin, Iloilo & Cebu	Zaffro	S. T. Co.	4, Oct.
Calcutta etc.	Ceylon M.	N. Y. K.	20, Sept.
Singapore, Penang & Calcutta	Dilwara	D. S. Co.	23, Sept.
Bombay via Singapore, Colombo	Saigon M.	O. S. K.	22, Sept.
Japan	Tilmanoeck	J. O. J. L.	8, half 8.
Java	Tikini	J. O. J. L.	8, half 8.
Java	Titaroom	J. O. J. L.	8, half 8.
Java	Timahi	J. O. J. L.	8, half 8.
Java	Tillahap	J. O. J. L.	8, half 8.
Java	Tilliwong	J. O. J. L.	8, half 8.
Kobe and Yokohama	Kamo Maru	N. Y. K.	15, Sept.
Shanghai, Kobe and Moji	Namsang	J. M. Co.	26, Sept.
Jessellton, Kudat and Sandakan	Borneo	M. & Co.	End of S.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.
AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.
OFFICE: St. George's Building, 3rd Floor, Telephone 1038. [48]

BOLINDERS CRUDE-

OIL MOTORS.

ARE USED IN THE

BRITISH and in the GERMAN Navy

ULDERUP & SCHLUTER.

HONGKONG,

21 CONNAUGHT ROAD CENTRAL

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Chefoo, Swatow, Australia, Foochow, Shanghai, San Francisco, Macao,	Eiger, Soanhu Maru, St. Albans, Haiyang, Kwongsang, Hongkong M, Sul Tai.

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Nagasaki, Vladimr.	

AMERICAN MAIL.

The P.M. s.s. Siberia sailed from Yokohama for Hongkong via Manila on the 16th inst. The United States mail has been transferred to the Messageries Maritimes s.s. Magellan due to arrive in Hongkong on the 23rd instant.

CANADIAN MAIL.

The C.P.R. s.s. Empress of Asia left Vancouver on the 10th inst. and is due to arrive at Hongkong on the 29th inst.

The C.P.R. s.s. Montezuma left Yokohama on the 10th inst. at 4 p.m. and is due to arrive at Vancouver on the 24th inst.

AUSTRALIAN MAIL.

The E. & A. s.s. Eastern left Sydney for this port via Queensland Ports (Timor and Manila) on 27th ult. and may be expected to arrive here on 20th Sept.

The N. Y. K. s.s. Inaba Maru (Australian Line) left Sydney for this port via ports on the 3rd inst. and is expected here on the 22nd inst.

MERCHANT STEAMERS.

The P. & O. s.s. Syria left Singapore for this port on the 17th instant at 8 a.m. and is due here on the 22nd instant at about 8 a.m.

The s.s. Jelunga, from Calcutta left Singapore on the 13th inst. a.m. and may be expected here on or about the 18th inst. a.m.

The P. & O. s.s. Sumatra is expected to arrive at Colombo on the 18th inst. at 5 a.m.

The R. V. F. s.s. Vladimir, on account of going into dry dock at Nagasaki, is expected to arrive at Hongkong four days late, September 19.

The T.K.K. s.s. Bufo Maru left Manzanillo for Honolulu on the 28th July and is due in Hongkong on the 20th September.

The Swedish East Asiatic Co.'s s.s. Peking left Port Said on the 2nd inst. and is expected to arrive here on the 28th inst.

The N. Y. K. s.s. Aki Maru (European Line) left Marseilles for this port via ports on the 6th inst. and is expected here on 8th October.

The N. Y. K. s.s. Penang Maru (Bombay Line) left Bombay for this port via ports on the 9th inst. and is expected here on the 28th inst.

The N. Y. K. s.s. Iyo Maru (European Line) left Yokohama for this port via ports on the 10th inst. and is expected here on the 22nd inst.

The N. Y. K. s.s. Sanuki Maru (American Line) left Seattle for this port via ports on the 9th inst. and is expected here on the 12th October.

The N. Y. K. s.s. Kanagawa Maru (Calcutta Line) left Calcutta for this port on the 9th inst. and is expected here on the 28th inst.

The N. Y. K. s.s. Yokohama Maru (American Line) left Seattle for this port via ports on the 28th ult. and is expected here on the 28th September.

The I. C. N. S. s.s. Fooking from Batavia, is due at Hongkong on the 24th Sept.
The I. C. N. S. s.s. Namsang from Calcutta is due at Hongkong on the 25th Sept.
The I. C. N. S. s.s. Choyang from Shanghai is due at Hongkong on the 26th Sept.
The I. C. N. S. s.s. Yatsang from Calcutta is due at Hongkong on the 29th Sept.
The S. L. s.s. Den of Glamis from London is due in Hongkong 18th Sept.
The S. L. s.s. Denbighshire, passed the Canal on the 9th inst. and is due at Hongkong on the 18th Oct.

VESSELS IN PORT.

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Bushu Maru, Jap. s.s. 1,368, R. To, 9th inst.—Moji 6th inst. Coal—G. & Co.	Demodocus, Br. s.s. 4,269, A. S. Dodd, 12th inst.—Singapore 7th inst. Gen.—B. & S.	Shinyo Maru, Jap. s.s. 7,224, H. S. Smith, 12th inst.—San Francisco 16th ult. Gen.—T.K.K.
Sado Maru, Jap. s.s. 3,880, K. Asakawa, 12th inst.—Seattle 9th inst. Gen. and Flour—N. Y. K.	Dalgin Maru, Jap. s.s. 3,648, Marukami, 12th inst.—Moji 6th inst. Gen.—O. S. K.	Scottish Monarch, Br. s.s. 3,237, W. H. Pattison, 12th inst.—New York, U.S.A. 13th ult. Case Oil—S.O. Co.
Wingsang, Br. s.s. 1,748, J. H. Leshman, 13th inst.—Hongkong 10th inst. Coal—J. M. & Co.	Kjeld, Nor. s.s. 810, T. Helleso, 13th inst.—Saigon 7th inst. Rice—Kim Sing Lee.	Halvard, Nor. s.s. 1,066, O. Andersen, 13th inst.—Java Ports 2nd inst. Sugar—J. C. J. L. Co.
Yingchow, Br. s.s. 1,265, Pottinger, 13th inst.—Canton 12th inst. Gen.—B. & S.	Cheongching, Br. s.s. 1,989, V. McC. Liddell, 13th inst.—Canton 12th inst. Gen.—J. M. & Co.	Delgravia, Ger. s.s. 4,342, Giristenbran, 13th inst.—Shanghai 10th inst. Gen.—H. A. L.

THE AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
TAIWAN	17th Sept.	24th Sept.
CHANGSHA	27th October.	31st October.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to **Butterfield & Swire, Agents.**
Telephone No. 93.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North American and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black, Baltic, Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

For Shanghai, Kobe & Yokohama:
S.S. ALBENGA20th Sept.
S.S. SUEDMARK23rd Sept.
S.S. C. F. LAEIZ30th Sept.
S.S. ARABIA4th Oct.
S.S. SEGOVIA20th Oct.

For Havre, Hamburg & Antwerp:
S.S. AMBIA19th Sept.
S.S. GRAECIA19th Sept.
S.S. C. F. LAEIZ & P. (Or.)20th Sept.
S.S. C. F. LAEIZ & P. (Or.)20th Sept.
S.S. SENEKAMP1st Oct.
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For Havre, Bremen & Hamburg:
S.S. LIBERIA18th Oct.
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For Havre, Hamburg & Antwerp:
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S.S. LIBERIA18th Oct.

RUSSIAN VOLUNTEER FLEET.

Homeward Bound
The s.s. "VLADIMIR," 5620 R.T., Captain Kamichansky, is expected to arrive at Hongkong about the 19th day of September 1913.

The s.s. "KIEV," 5566 R.T., Captain Stetsky, is expected to arrive at Hongkong about the 5th day of October 1913.

N.B.—The exact dates of arrival will be published after receipt of telegram from the last port of call of the steamer.

For Freight, Passage and further particulars please apply to
Capt. D. A. LUKHMANOFF,
Agent.

Hotel Mansions, 3rd Floor,
Rooms Nos. 12A & 14
Telephone No. 1334. Hongkong 19th Aug. 1913.

COMMERCIAL.

Rickmers Line and N.D.L.

The Rickmers Line is with the beginning of the coming year to establish a new freight steamer service every 10 weeks to Japan and China, whereas at present it only maintains a service with Siberian ports. The Rickmers Line has had an arrangement with Norddeutscher Lloyd, and this arrangement forbade the Rickmers Line to compete with that company. It expires, however, with the end of the coming year. The foregoing announcement has induced the Norddeutscher Lloyd to declare that they also will start a new freight line to the Far East on Jan. 1, 1914. Further the Hamburg-American Line intends to resume passenger service to the Far East, so that conditions on that route are just now rather unsettled. It is not impossible, too, that the competition among the German companies will also influence British shipping to the Far East. The Rickmers Line has ordered from its own wharf three freight steamers more, so that six are now under construction.

Public Companies

HONGKONG & CHINA GAS

COMPANY, LTD.

NOTICE.

ON and from October 1st, 1913, the price of Gas to the Public will be reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.

DOUGLAS STEAMSHIP CO., LD.

THE Ordinary General Meeting of Shareholders in the above Company will be held at the Company's Offices, on Wednesday the 24th of September at noon for the purpose of receiving the Report of the General Managers, together with a Statement of Account to June 30th, 1913.

The Transfer Books will be closed from the 1st to the 24th of September, both days inclusive.

DOUGLAS L'PRAIK & Co.,

General Managers.

Hongkong, 3rd Sept., 1913 (449)

Notice

SPECIAL SALE OF WORK

IN AID OF THE

ORPHANS AND THE HOME

FOR THE DESTITUTE.

The Superiress and Sisters of the Italian Convent have the honour to announce that their **Annual Sale of Needlework**, comprising Ladies' and Children's dresses, embroideries, table covers, handkerchiefs and a variety of articles suitable for presents, will be held at the Convent on the

22nd to 27th inst. inclusive,

commencing each day at 10 a.m.

A Special Feature of this year's Sale will be a Children's Stall on which will be displayed a fine assortment of Sweets and Chocolates specially selected from the Manufacturers in Switzerland. This Stall is certain to delight the little ones. Charming little packets of confectionery can be had for five cents each. Besides these there will also be a large range of bonbons all done up in fancy and dainty boxes of attractive design. Every one of these boxes is moderately priced.

The Superiress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and outlying branches.

ITALIAN CONVENT

28, Cairns Road, Hongkong, 13th Sept., 1913.

Entertainments

The Hongkong Tramway Company, Limited.

THE LAST BAND NIGHT OF THE SEASON.

By kind permission of Major Robinson and Officers the Full Band of the 25th Punjab will play on the Beach at North Point from 9 p.m. until 11 p.m. on

FRIDAY NIGHT, SEPT. 19, 1913.

Special Cars will leave the Post Office every few minutes.

VICTORIA THEATRE

ORF NIGHT

ONLY

TO-NIGHT

THE GREAT DRAMATIC FILM

"MATHILDE" 5000 ft.

ADAPTED FROM THE FAMOUS ROMANCE

d' EUGENE SUE

ALSO

A GOOD SELECTION OF NEW PICTURES.

A SPECIAL PROGRAMME.

BIJOU THEATRE

4 NIGHTS

NIGHT

URDAY

GEO. SAMUELS PRESENTS THE FAMOUS Carnegie-Museum

ALASKA-SIBERIA EXPEDITION

on Pictures

6000 FEET OF FILMS AND 30 EXPLANATORY SLIDES.

ACCOMPANIED BY AN EXPLANATORY LECTURE.

TWO HOURS OF CONTINUOUS SENSATION AND

BREATHLESS INTEREST.

THRILLING HUNTING SCENES UNDER THE

MIDNIGHT SUN!

THE CROWNING ACHIEVEMENT OF MOTION

PICTURE HISTORY!

Comedy, Tragedy, Pathos from Nature's Everlasting Drama, Staged at The Top of The World.

PERFORMANCE STARTS AT 9.15 p.m.

MATINEE AT 4.15 p.m. SATURDAY

PRICE:—\$1.50, \$1.00, 70 Cents. MATINEE \$1.00, 50 Cents.

BOOKING AT MOUTRIE'S.

Notices

NOTICE.

HONGKONG LAWN BOWLS LEAGUE.

Open Singles Championship.

THE final ties in this Competition will be played on the Police Club Grounds, Happy Valley, on SATURDAY NEXT, 20th inst., at 3.30 p.m. The Prizes for the League, will be presented to the successful competitors by Mrs. Messer.

Members and friends of the League are invited to be present.

B. L. FOSTER, Secretary.

Notice

CANTON INSURANCE

OFFICE LTD.

NOTICE.

NOTICE is hereby given that Scrip Certificate with respect to 5 Shares numbered 4799/4803 in the above Office standing in the name of Amdeng Sai (deceased) of Bangkok has been lost, and should the same not be produced before the 27th instant, a new Scrip Certificate will be issued in favour of the said Amdeng Sai (deceased) and no transaction taking place under the old Scrip Certificate will be recognised by the Office.

p. pro. JARDINE.

MATHESON & Co. Ltd.

T. S. FORREST.

General Agents.

Hongkong, 12th Sept., 1913.

BANKS

INTERNATIONAL BANKING CORPORATION.

Head Office: 60 Wall Street, New York. London Office: 1, Abchurch Lane, E.C. 4.

BRANCHES:—

Bombay, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.

Capital and Reserve: \$100,000,000 (Gold).

Assets: \$100,000,000 (Gold).

Current Accounts opened on application.

Deposits received for fixed periods at rates to be obtained on application.

Interest Allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 31st Mar., 1913. [18]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorised Capital Yen 48,000,000

Paid-up Capital Yen 30,000,000

Reserve Fund Yen 18,200,000

Head Office.—YOKOHAMA.

Branches:—

Antung-Hsien, Nagasaki, Bombay, Newchwang, Calcutta, New York, Changchun, Osaka, Dairen, Peking, Fengtien, Ryojun Port, Harbin, (Arthur), Hankow, San Francisco, Honolulu, Shanghai, Kobe, Tientsin, Liao-Yang, Tokyo, London, Los Angeles.

Interest Allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 31st Mar., 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital: £1,200,000

Reserve Fund: £1,700,000

Proprietors' Liability: £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912. [32]

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up: \$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & Co. General Managers.

Hongkong, 13th March, 1908. [32]

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK-DAYS.

1.00 A.M. to 1.00 A.M. Every 15 Min.

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BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital: \$15,000,000

RESERVE FUNDS:

Sterling: \$1,500,000

Silver: \$1,500,000

Reserve Liability: \$32,450,000

Proprietors: \$15,000,000

COURT OF DIRECTORS:

S. H. Dodwell, Esq., Chairman.

Hon. Mr. D. Landale, Deputy

Chairman:

G. Friesland, Esq.

C. S. Gubbay, Esq.

P. H. Holyoak, Esq.

G. R. Laurens, Esq.

F. Lieb, Esq.

W. L. Pattenden, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. R. Shillim.

H. A. Sieba, Esq.

CHIEF MANAGER:

Hongkong—N. J. Stabb.

MANAGER.

Shanghai—A. G. Stephen.

London Bankers—London

County and Westminster

Limited.

Hongkong—Interest Allowed.

On Current Account at the rate

of 2 per cent. per Annum on the

daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per

Annum.

For 6 months, 3½ per cent. per

Annum.

For 12 months, 4 per cent. per

Annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above

Bank is conducted by the

HONGKONG AND SHANGHAI

BANKING CORPORATION.

Rules may be obtained on ap-

plication.

INTEREST on deposits is al-

lowed on the minimum monthly

balances at 4½ Per Cent. per an-

num.

Depositors may transfer at their

option balances of \$100 or more

to the Hongkong and Shanghai

Bank to be placed on FIXED

DEPOSIT at 4 Per Cent. per

annum.

For the Hongkong and Shang-

hai Banking Corporation,

N. J. STABB, Chief Manager.

DEUTSCHE ASIATISCHE BANK.

Capital Fully

Paid-up: Sh. Taels 7,500,000

Head Office.—Shanghai.

Board of Directors.—Berlin.

Branches:

Berlin, Calcutta, Canton,

Hankow, Kobe,

Peking, Singapore, Tientsin,

Tientsin, Yokohama.

LONDON-BANKERS:

Messrs. N. M. Rothschild & Sons.

The Union of London and Smith's

Bank, Limited.

Deutsche Bank (Berlin), London

Agency.

Direction der Disconto Gesell-

schaft.

Dresdener Bank.

INTEREST allowed on Current

Accounts. DEPOSITS received

on terms which may be learned

on application. Every description

of Banking and Exchange busi-

ness transacted.

R. TIMMERSCHIEDT,

Manager.

Hongkong, 9th Oct., 1911. [2]

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorized Capital: \$1,500,000

Subscribed: \$1,250,000

Paid Up: \$82,500

Reserve Fund: \$15,000

BANKERS:

Bank of England.

London Joint Stock Bank,

Limited.

Interest allowed on Current Ac-

counts at 3 per cent. per annum

on Daily Balance and on Fixed

Deposits at rates which may be

ascertained on application.

A. E. LINTON,

Exchange

Selling.

Demand: 2 1/2

30 d/s: 2 1/2

60 d/s: 2 1/2

T/T Shanghai: 2 1/2

T/T Singapore: 2 1/2

T/T Japan: 2 1/2

T/T India: 2 1/2

Demand India: 2 1/2

